

MICHIGAN TRAFFIC SAFETY SUMMIT
TRAFFIC SAFETY AND THE FIRE SERVICE

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The Fire Service Has Traditionally Not Taken an Aggressive/Active Role in Traffic Incident Management, However It Has Been a Leader in Incident Command and Responder Safety.

In Recent Years, Major Emphasis Has Been Placed on Overall Fire Fighter Safety To Help Reduce the Number of Fire Fighter Deaths and Injuries.

As Traffic Safety Programs Have Been Refined, The Evolution Into Responder Safety Has Become Common Ground. Incident Command Has Become More Widely Recognized as a Requirement in Incident Management Across Virtually All Governmental Disciplines and in Private Sector Entities That are Involved.

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FIRE DEPARTMENTS HAVE DONE A TREMENDOUS JOB OF DEVELOPING PROGRAMS THAT ARE DESIGNED TO PROTECT EMERGENCY RESPONDERS ON THE SCENE.



STANDARD OPERATING PROCEDURES/GUIDELINES

BLOCKING OF LANES WITH FIRE APPARATUS

AVAILABILITY & DEPLOYMENT OF TRAFFIC CONES

HIGH VISIBILITY SAFETY CLOTHING MANDATED

REFLECTIVE GRAPHICS ON APPARATUS

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THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) IS THE RECOGNIZED STANDARDS-MAKING ENTITY FOR THE FIRE SERVICE

**NFPA 1500 HEALTH & SAFETY
REQUIRES FIRE DEPARTMENTS TO DEVELOP SOPs RELATING TO SCENE SAFETY**

High-Volume, Limited Access Highway Operations

High-volume limited access highways include the expressways, Tollway, and multi-lane roadways within the FD response area. The Police Department and Department of Transportation (DOT) have a desire to keep the traffic moving on these high-volume thoroughfares. When in the judgment of FD Command it becomes essential for the safety of operating personnel and the patients involved, any or all lanes, shoulders, and entry/exit ramps of these limited access highways can be completely shut down. This, however, should rarely occur and should be for as short a period of time as practical.

First-arriving engine company apparatus shall establish an initial block of the lane(s) occupied by the damaged vehicle plus one additional traffic lane.

A ladder truck apparatus shall be automatically dispatched to all vehicle-related incidents on all limited-access, high-volume expressways, Tollway, and highways within the City.

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How We Do It

"The primary assignment of this Truck company apparatus and crew shall be to establish an upstream block occupying a minimum of two lanes plus the paved shoulder of the highway or blockage of three driving lanes of traffic upstream of the initial block provided by the first-due apparatus."

100' Aerial Platform

49' long



100' Tractor Drawn Aerial

62' 8" long

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IF ALL ELSE FAILS!



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**NFPA 1901 STANDARD FOR AUTOMOTIVE FIRE APPARATUS
SETS FORTH THE CRITERIA FOR FIRE APPARATUS DESIGN AND CONSTRUCTION
EFFECTIVE FOR NEW APPARATUS BUILT AFTER JANUARY 1, 2009**

- **MINIMUM STANDARDS FOR REFLECTIVE STRIPING AND EMERGENCY LIGHTING**
 - **MINIMUM OF FIVE 28" TRAFFIC CONES MUST BE CARRIED,
PLUS ILLUMINATING DEVICES (FLARES, LIGHTS, ETC.)**
 - **ANSI TRAFFIC VEST MUST BE CARRIED FOR EACH SEATING POSITION**

**DOES NOT REQUIRE RETROFITTING OF OLDER APPARATUS, HOWEVER MANY
DEPARTMENTS DO UPGRADE THEIR FLEETS IN CONJUNCTION WITH
DEVELOPMENT OF STANDARD OPERATING PROCEDURES**

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WHAT IS THE FIRE SERVICE DOING TO ENHANCE TRAFFIC INCIDENT MANAGEMENT AND SAFETY?



Grand Rapids Fire Department unveils truck to block freeway traffic, absorb potential crashes

The Grand Rapids Fire Department has a new vehicle to protect emergency crews at crash sites.

A modified dump truck called Utility 2 will be used to divert traffic on busy roads while police and fire officials respond to accidents. The truck features directional arrow lights and an attenuator designed to absorb the energy of a crash in case another vehicle hits it.

Three different crashes in an eight-month span damaged fire trucks that were being used to divert traffic. The first caused more than \$100,000 in damage to a ladder truck borrowed from Walker when a car struck it. The second crash caused nearly \$20,000 damage to Platform 3, a GRFD aerial apparatus after a car hit it. The third caused about \$30,000 to Platform 3 after a semi-truck hit it. No emergency workers were hurt in these crashes.

Utility 2 is a collaborative effort between the Grand Rapids Fire Department, Michigan Department of Transportation and the Kent County Road Commission. - *The Grand Rapids Press, August 1, 2011*

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WHAT DOES THE FIRE SERVICE HAVE TO OFFER?

- Extensive history and experience in Incident Command and emergency scene safety.
- A willingness to learn and a desire to share their knowledge.
- Strong leadership resource
- United States Fire Administration (FEMA) research
 - www.usfa.fema.gov
 - Emergency Vehicle Safety Initiative FAR-272/August 2004
<http://www.usfa.fema.gov/downloads/pdf/publications/fa-272.pdf>
 - Emergency Vehicle Visibility and Conspicuity Study FA-323/August 2009
http://www.usfa.fema.gov/downloads/pdf/publications/fa_323.pdf
- Public Act 207 (Michigan Fire Prevention Act)